

URBAN CONTEXT for ICF AND UFC ADDITIONS

1. Places where there are many pedestrians
2. Places where the street is “shared” by vehicles and pedestrians
3. Identify the appropriate urban context where code applies

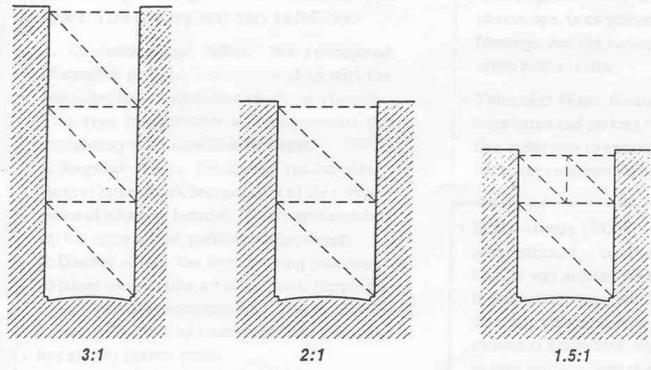


Land Use Planning in Montana

Walkability

- 1a Comfort/Safety 1b Destination
- 2a Economics 2b Environment 2c Social Needs
- 3a Pattern 3b Place 3c Building 3d
Street

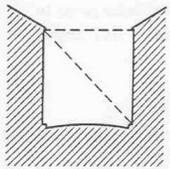
Spatial Definition by Height-to-Width Ratio



3:1

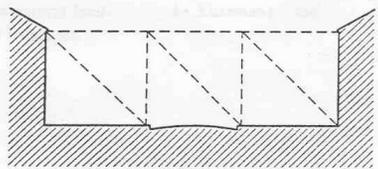
2:1

1.5:1



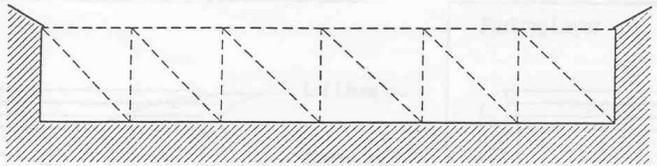
1:1

The best for thoroughfares



1:3

The best for squares



1:6

The perceivable maximum



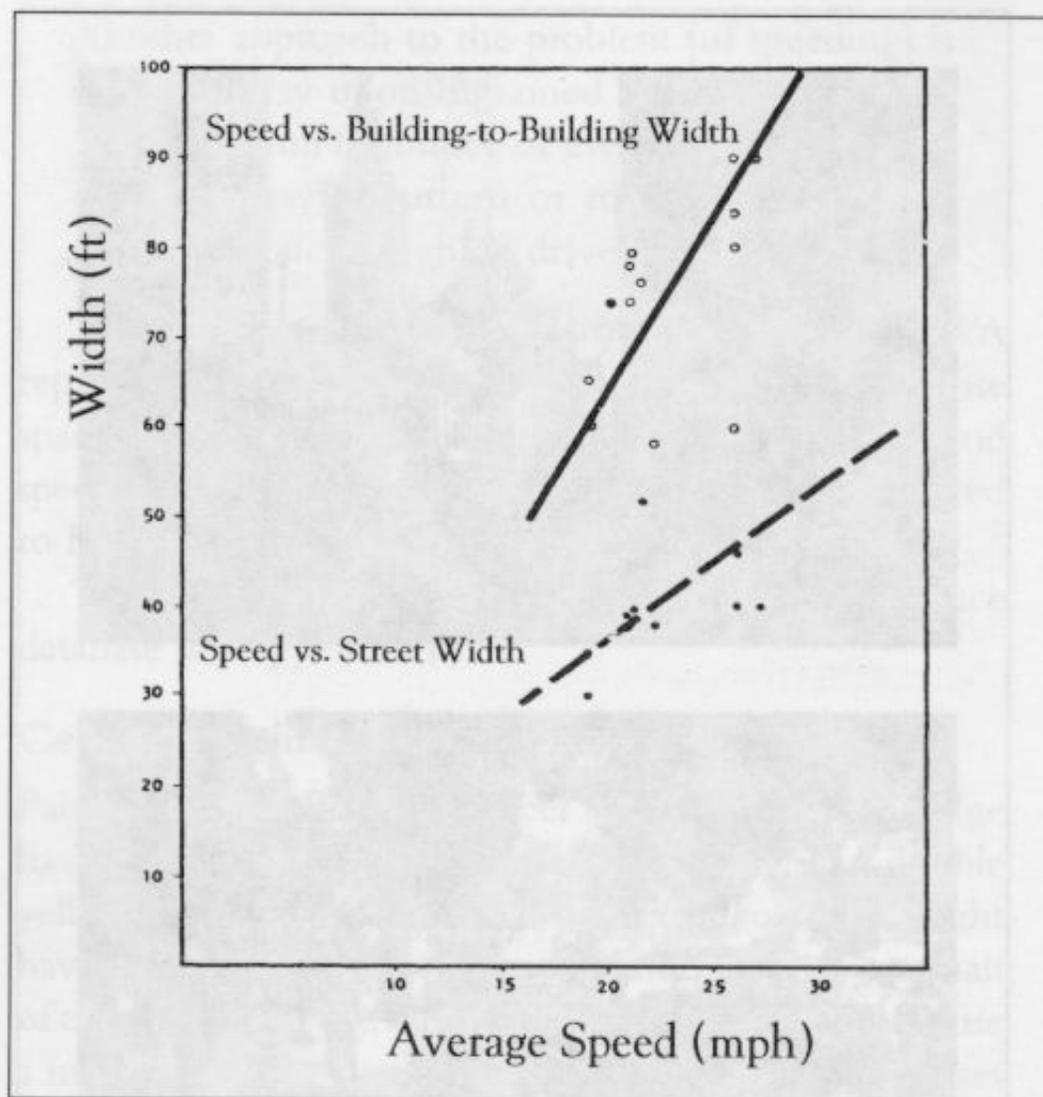
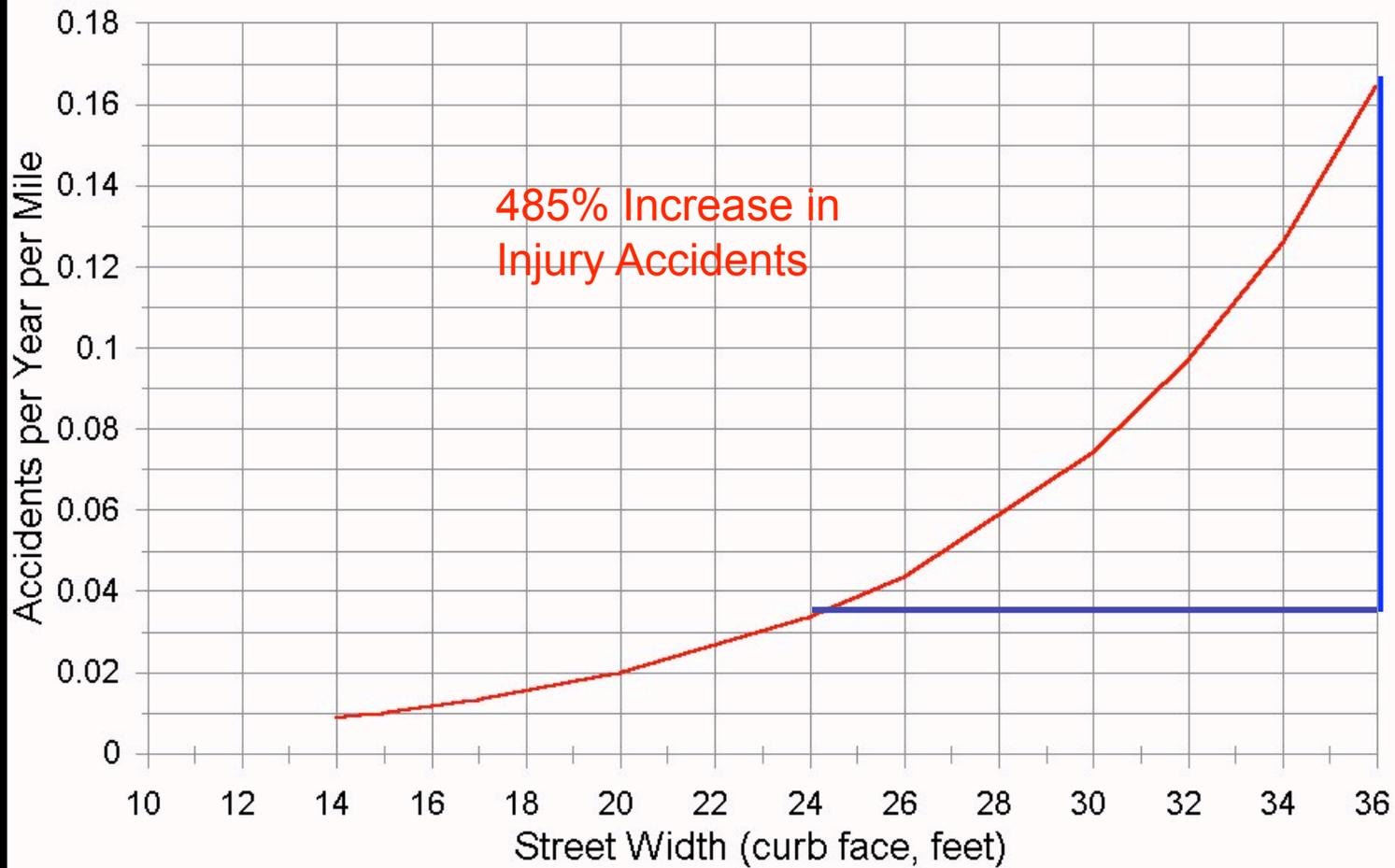


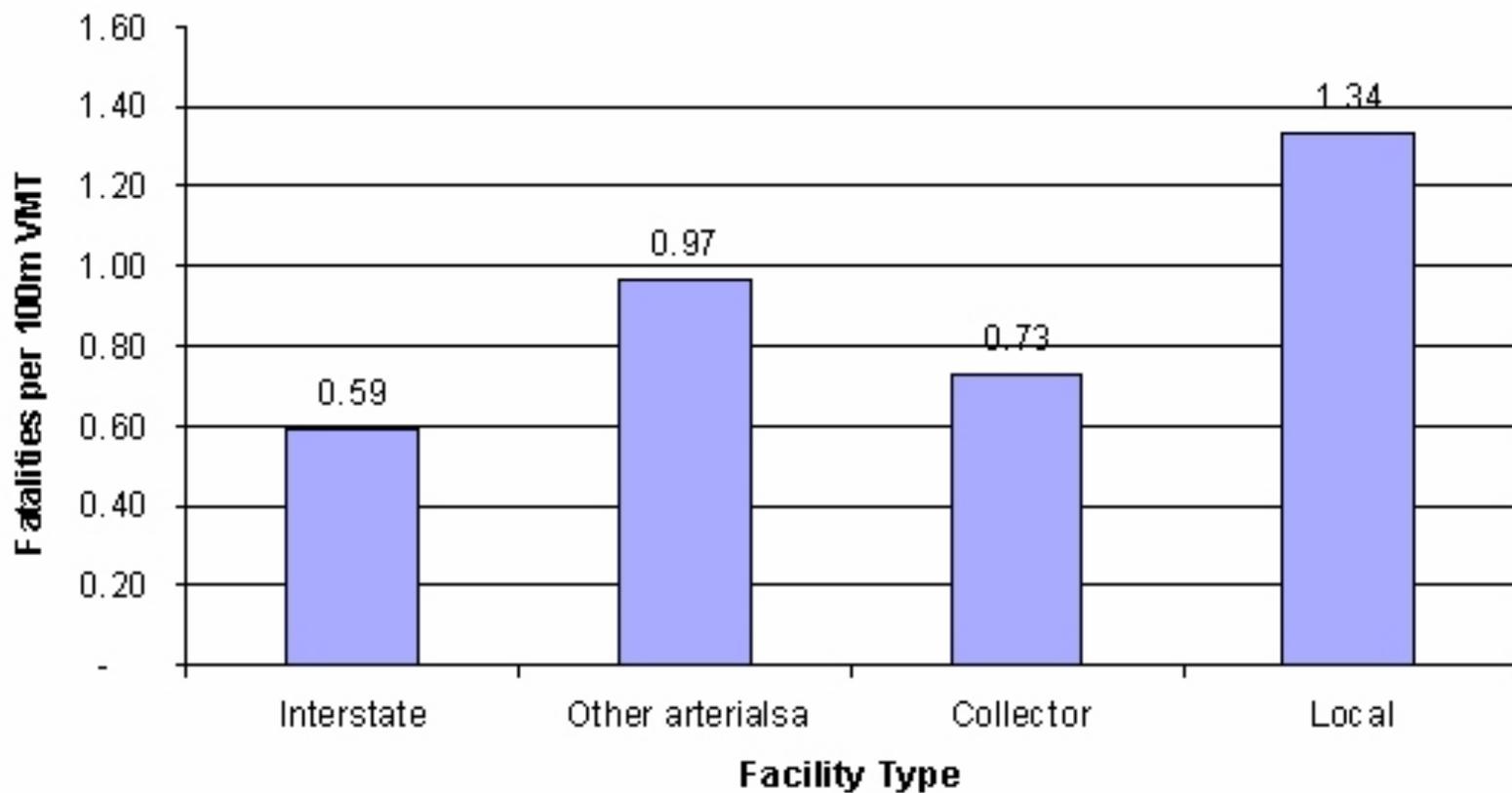
Figure 5.51. Speed versus Pavement Width and Pavement Width Plus Setbacks.

Source: D.T. Smith and D. Appleyard, *Improving the Residential Street Environment—Final Report*, Federal Highway Administration, Washington, DC, 1981, p. 127.

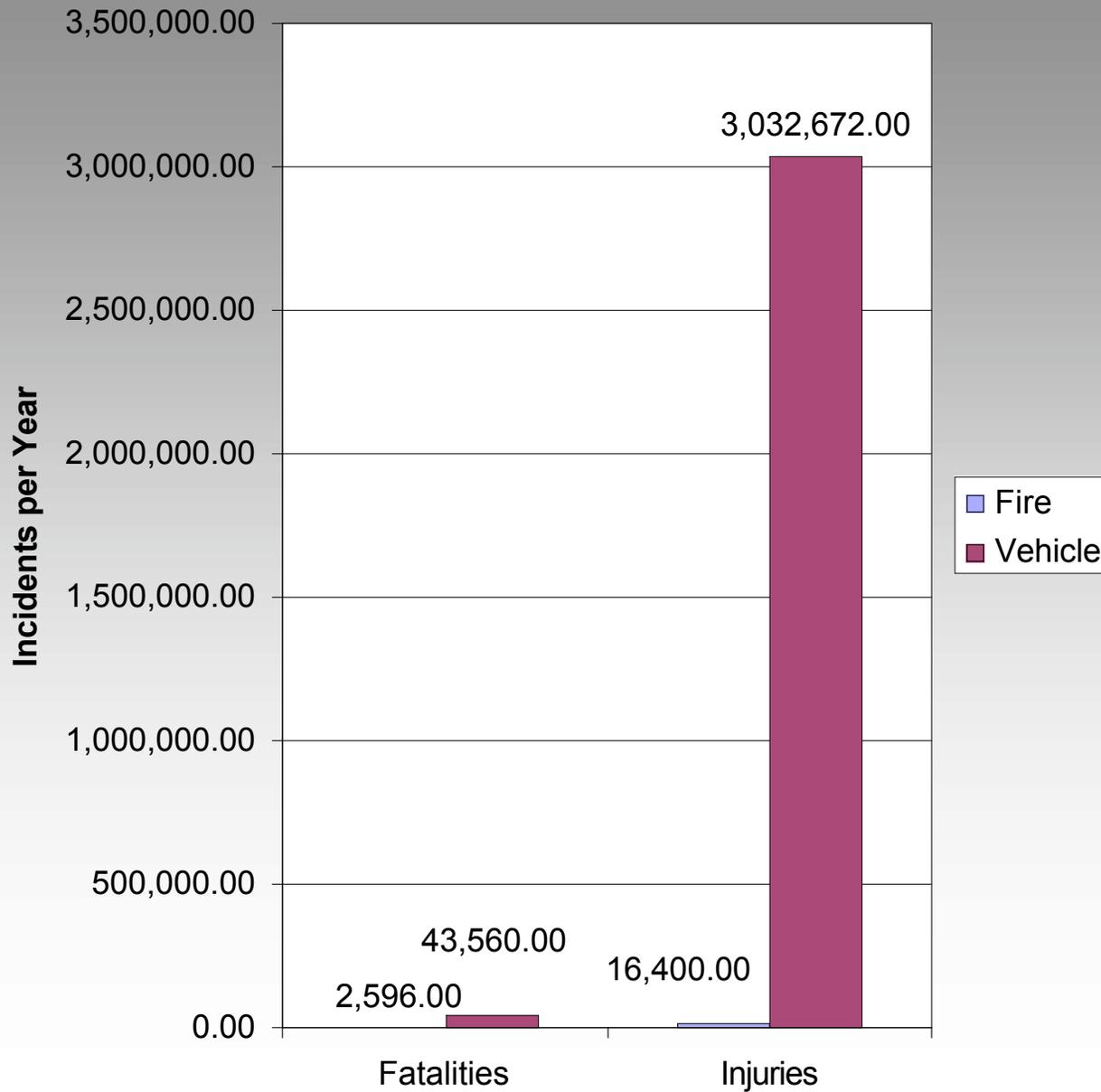
Street Width and Injury Accident Rate

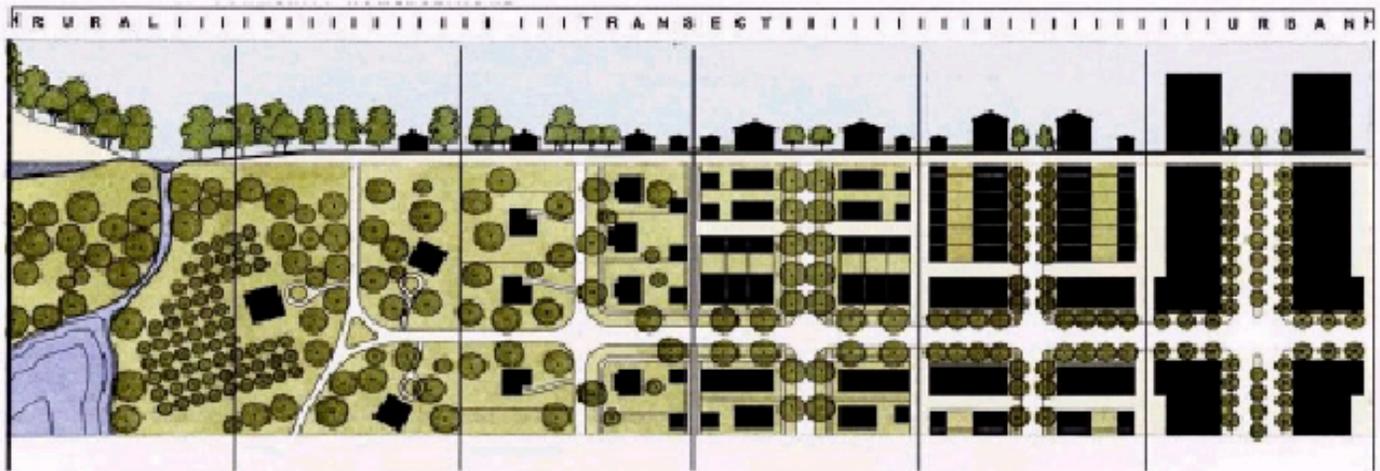


Fatalities per Facility Type and VMT (2001 data)



Fire vs. Vehicle Injuries and Fatalities





Facility Type	T1 Rural Preserve	T2 Rural Reserve	T3 Sub-Urban	T4 General Urban	T5 Urban Center	T6 Urban Core	D Special District
Interstate Highway							
Parkway							
Boulevard							
Avenue							
Main Street							
Street							
Yield Street							
Couplet							
Road							
Lane							
Alley							



18' wide



11.5' clear

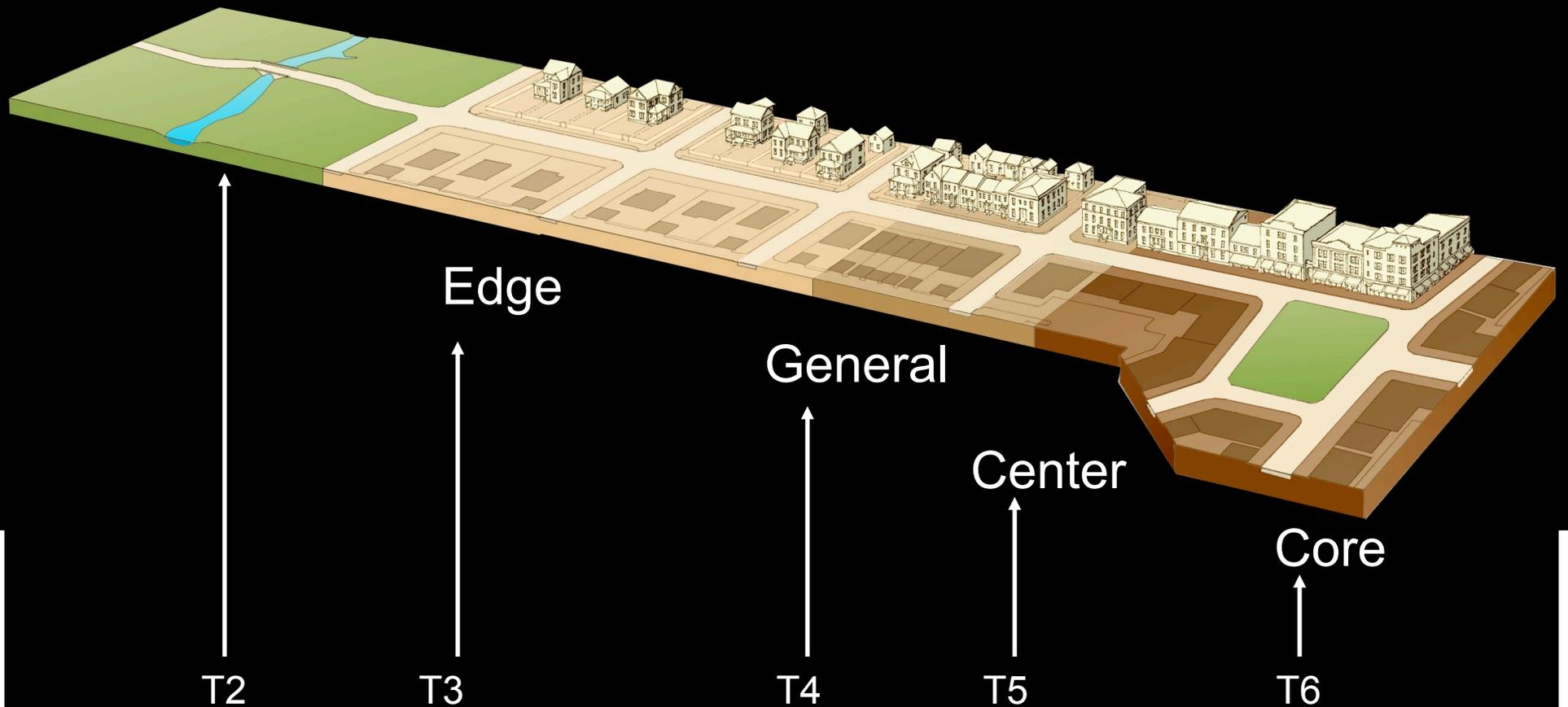


22' wide

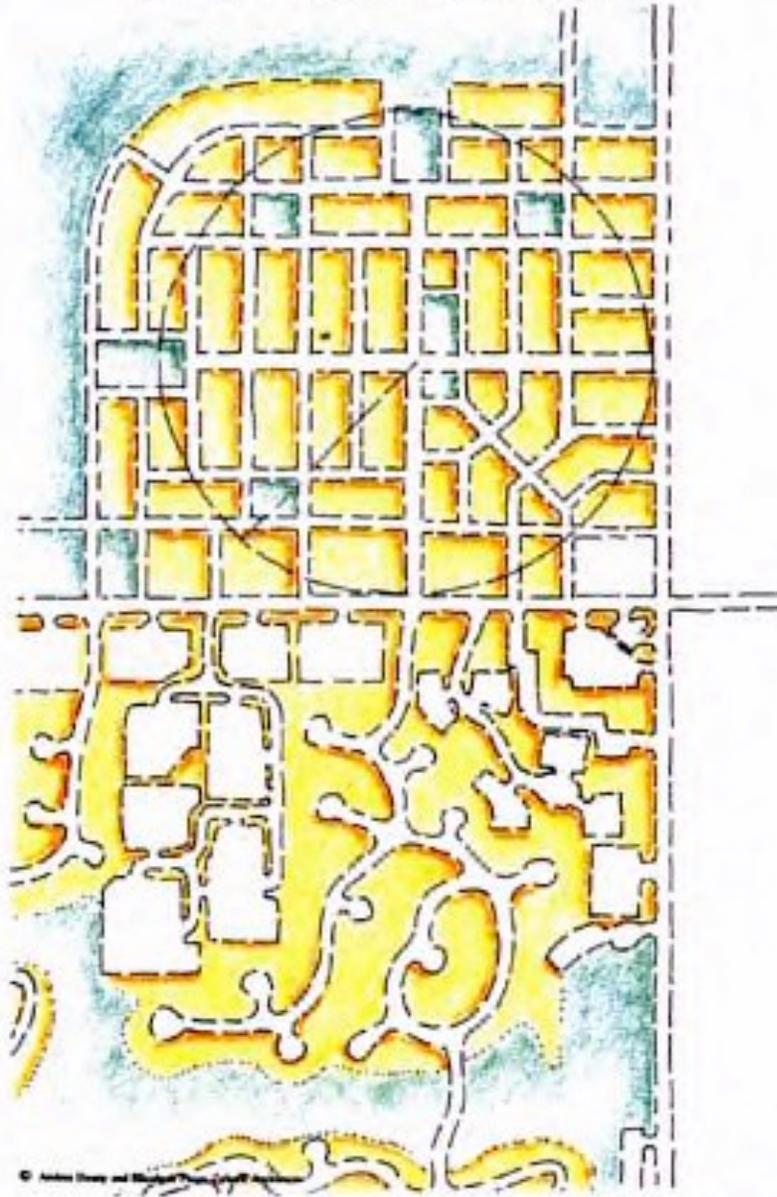


Pedestrian Dominant

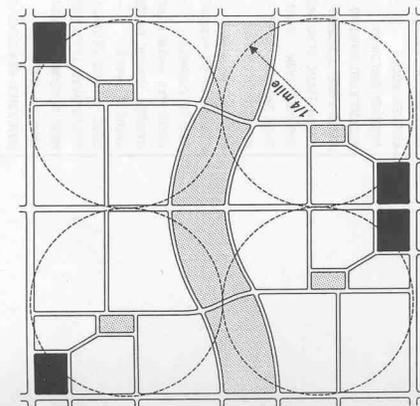
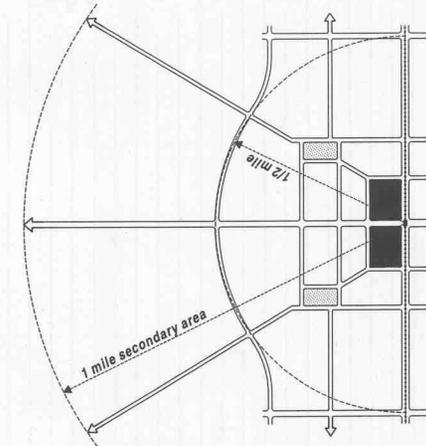
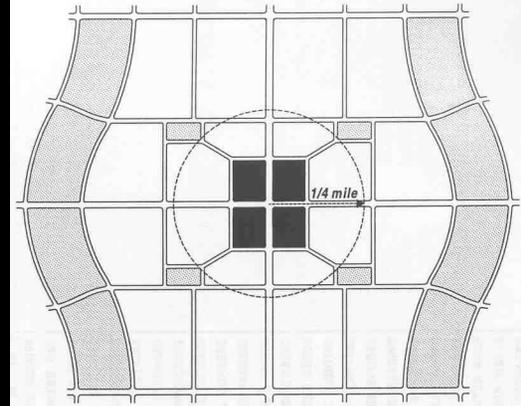
the neighborhood unit

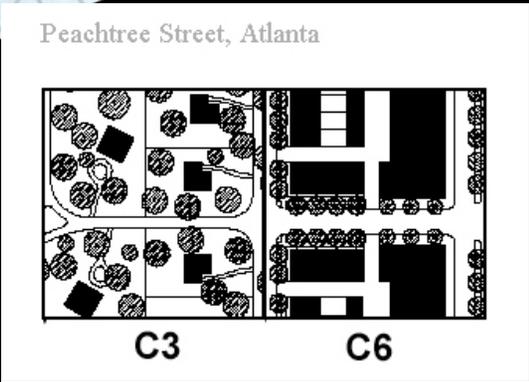
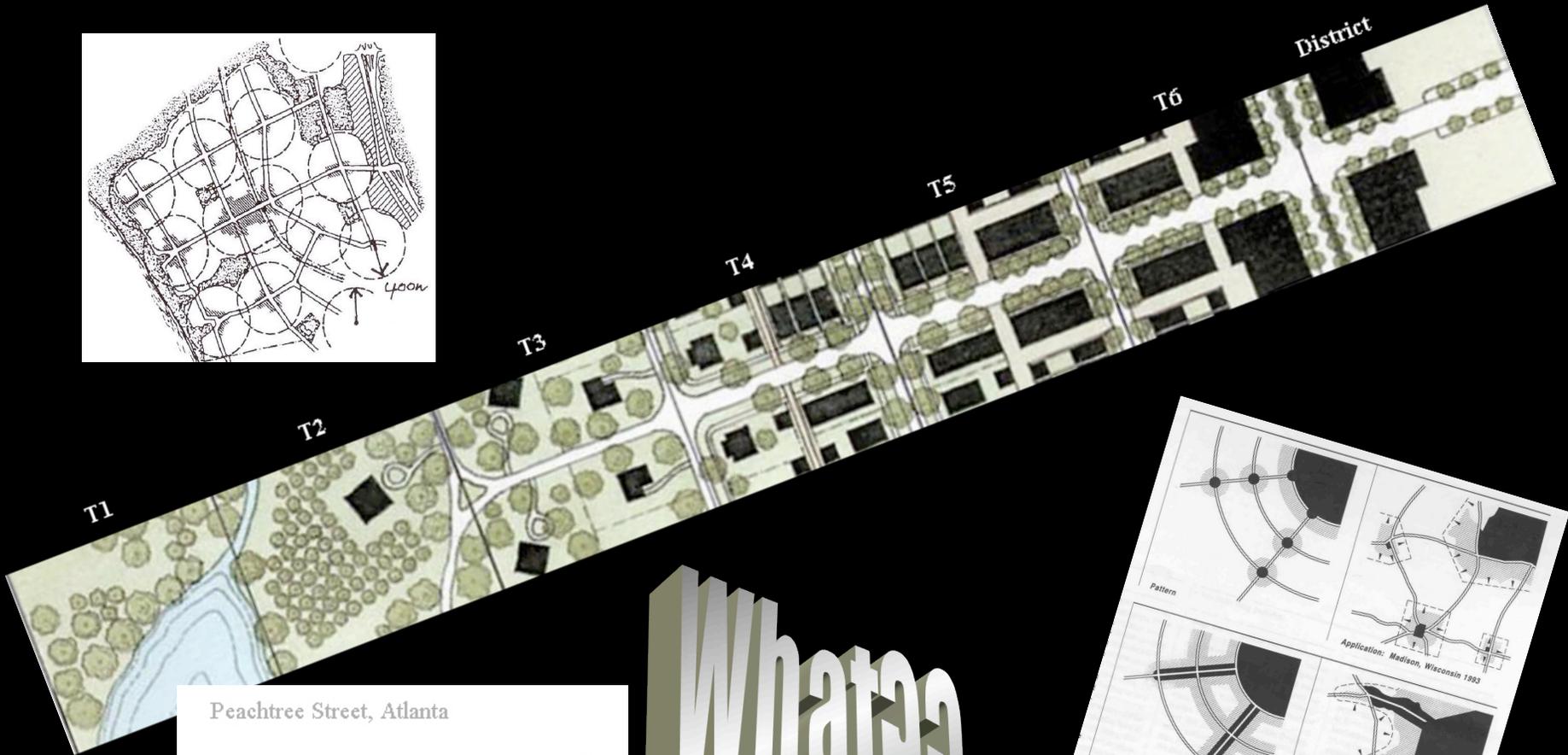
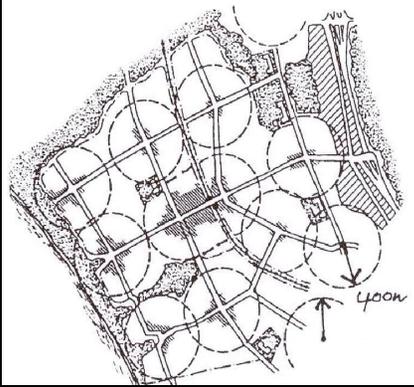


IN THE TRADITIONAL NEIGHBORHOOD PEDESTRIANS AND CARS
SHARE A VARIETY OF ROUTES.

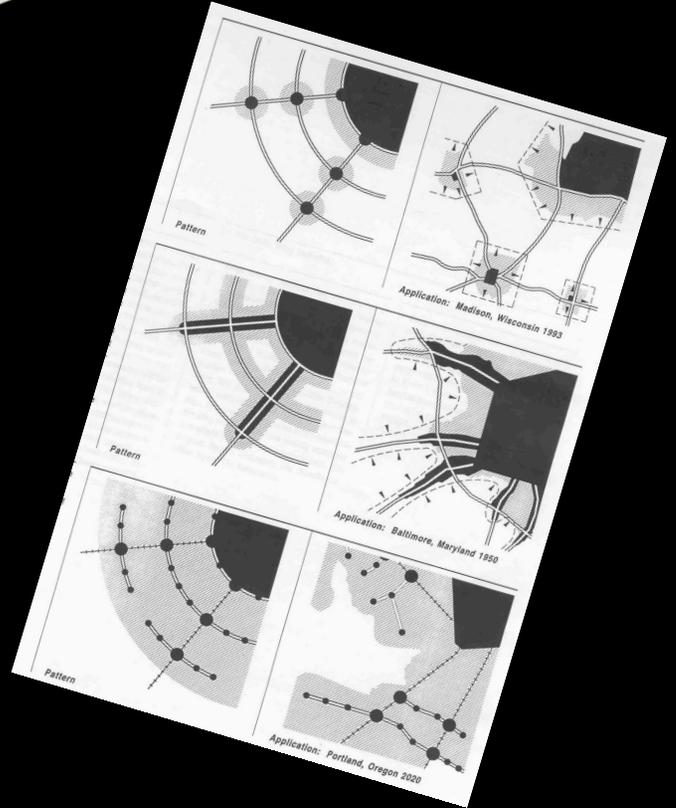


SUBURBAN SPRAWL IS CHARACTERIZED BY ITS CONVENIENCE FOR
THE CAR AT THE EXPENSE OF THE PEDESTRIAN.





What's



FIRST PRINCIPAL: Urban not rural
SECOND PRINCIPAL: Yield street type
THIRD PRINCIPAL: Only in certain urban context



FIRST PRINCIPAL: **Urban not rural**

SECOND PRINCIPAL: Yield street type

THIRD PRINCIPAL: Only in certain urban context



Urban: >5,000 population (FHWA, USDOT, etc)

Yield Street; Varies by region, generally ≤ 28 to 31 feet wide, parking both sides

Urban Context; Daily needs (shopping, recreation, work) within 10 minute walk of homes and intersection density > 250 per acre.

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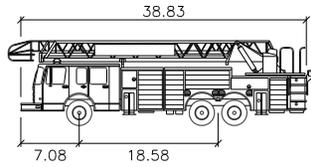
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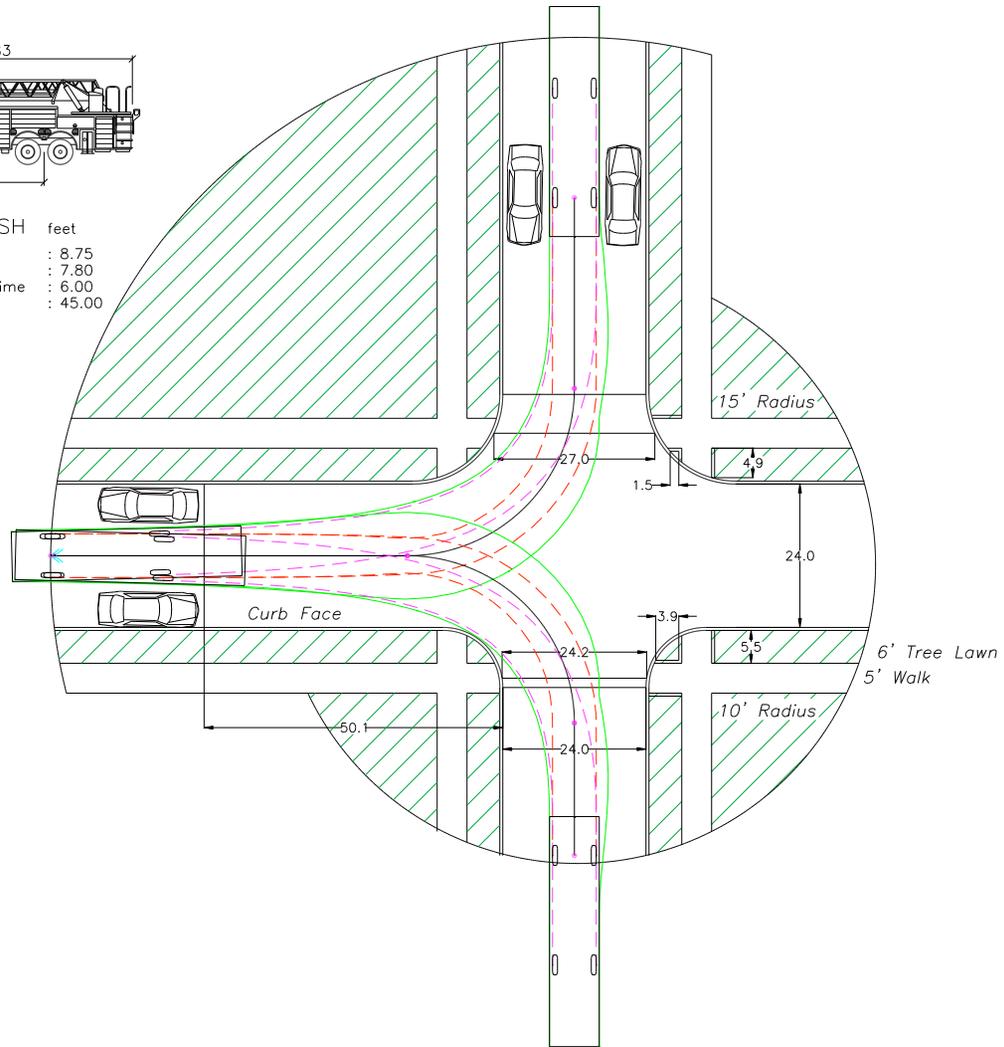
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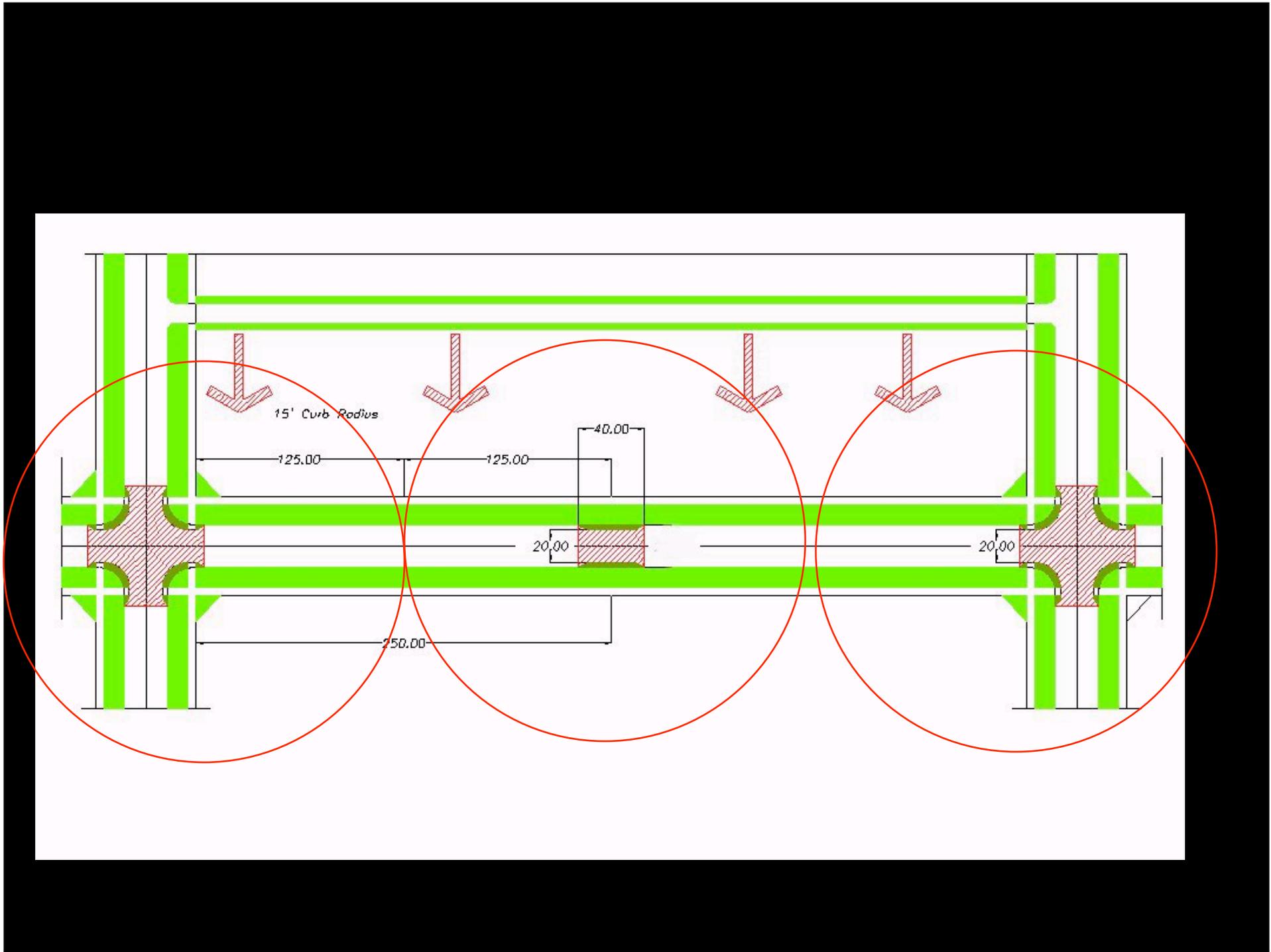
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PIERCE-DASH feet
 Width : 8.75
 Track : 7.80
 Lock to Lock Time : 6.00
 Steering Angle : 45.00



24' wide Street Analysis





PROJECT: Fire Zone Service Plan
 PDD 521 and 545
 Dallas, Texas

DATE: 08/11/2010

DESIGNED BY: [Name]

CHECKED BY: [Name]

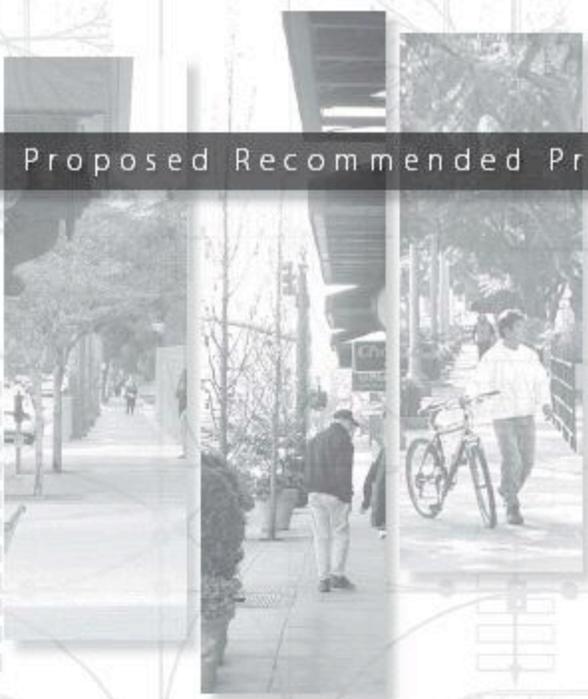
DATE: 08/11/2010

PROJECT NO.: [Number]

SCALE: 1" = 100'

SHEET: 1/1

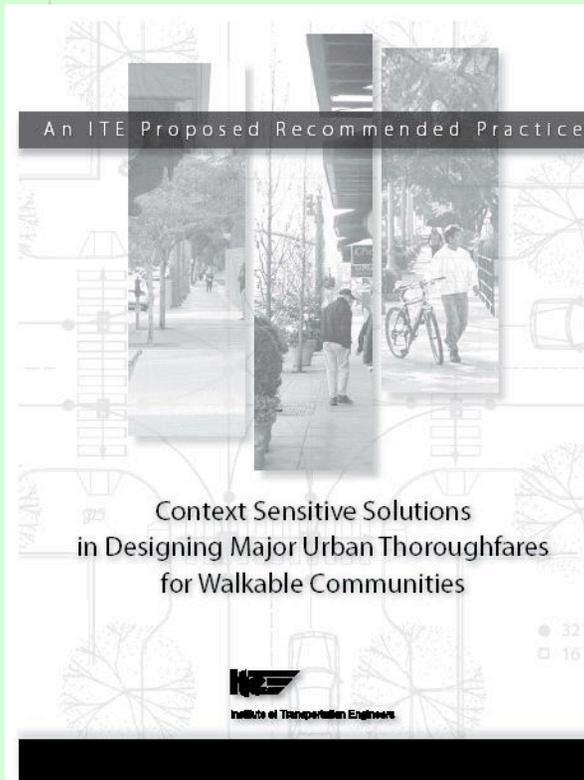
An ITE Proposed Recommended Practice



Context Sensitive Solutions
in Designing Major Urban Thoroughfares
for Walkable Communities

● 32
□ 16

		<i>Imperial Dimensiones</i>				
Context Zone		C3	C4	C5	C6	C3
1	Max. Block length with pullouts at midblock (ft) [meters]	650	600	500	500	198
2	Maximum Block Length, no pullouts (ft) [meters]	550	500	400	400	168
3	Block Perimeter (ft) [meters]	1800	1600	1400	1400	549
4	Standpipes required in Commercial Buildings	no	no	yes	yes	no
5	Apparatus Turning Model Required	yes	yes	yes	yes	yes
6	Minimum Intersection Density per Square Mile [hectare]	300	350	400	400	116
7	Maximum Apparatus to Building Distance (ft) [meters]	50	40	30	30	15



URBAN CONTEXT for ICF AND UFC ADDITIONS

Need agreement within departments and many Cities throughout the nation with simple, easy to Understand criteria.



